IN THE SPECIFICATION

Pages 7-8, Lines 1 and 2 below, delete “and cross-strut members 44", as provided in the substitute paragraph as follows:

[0033] Safety cage 22 also comprises a series of elongated tie members 42 ~~and cross-strut members 44~~, all of which are rigidly affixed, such as by threaded fasteners or welding, to the respective end and central support ring members 30, 32. Although omitted from FIGS. 1-5 for better viewing, the outer cylindrical surface of safety cage 22 is preferably covered with a suitable protective wire mesh 45, such as formed of commercially available rectangular-mesh wire fencing material (see FIGS. 9 and 10). It will be appreciated that the protective mesh 45 may be made of any suitable material, including for example, a plastic, or other durable material. It will be further appreciated that if the protective mesh 45 is constructed of a sufficiently strong material, the safety cage 22 may be significantly reduced, if not eliminated completely, as long as the turbine mast 38 is supported and journaled for rotation by the protective mesh. The protective mesh 45 allows the swirling wind regimes present about turbine 20 to reach both sets of the inner helical blades 24a, 24b, and outer airfoil blades 26a, 26b, yet otherwise prevent unwanted entry of human limbs, birds in flight, or other large objects that might otherwise undesirably impinge upon the respective turning blades. If desired and where considered necessary, and particularly for use on a congested urban rooftop, high-rise, and other building-attached applications, an even finer mesh screen can be used for the protective mesh 45; it can be formed with sufficiently small enough gage screen wire to prevent children’s hands, broomsticks, metal rods, and other smaller objects from being inserted through the wire mesh. On the other hand, in some special applications, an open (e.g., 2 inch by 2 inch) heavy wire mesh (not shown) can be used alone to structurally support the axial cage structure for the present hybrid wind turbine's uses.

Page 7, Line 5 below, after “axis”, insert - - and having an outer diameter 31 (Figure 4) - -, as provided in the substitute paragraph as follows:

[0032] The cage 22 comprises a pair of generally concave hub ends 28a, 28b, each comprising a rigid outer support ring member 30. There is also a similar central cage support ring member 32. Each of hub ends 28a, 28b has a central journal hub 34 and outwardly-extending support arms 36 connected to ring 30. The helically twisted inner turbine blades may be journaled for rotation about a common axis and having an outer diameter 31 (Figure 4). For example, in one embodiment, a main turbine mast 38, with reduced shaft ends 40, may be rotatably journaled within each journal hub 34. Preferably, each journal hub 34 carries suitable self-lubricating ball bearing bushings (not shown) to help reduce rotational friction, vibration, and noise. A suitable alternator, such as, for example, a direct drive permanent magnet alternator, see reference numeral 35 in FIG. 9 and 10, as attached to a shaft end 40, can be used to collect and convert the “rotational energy” power harnessed by the present wind turbine 20.

Page 11, Lines 8 and 9 below, prior to "NACA 0015", insert - - National Advisory Committee for Aeronautics ("NACA"), - -, as provided in the substitute paragraph as follows:

[0039] Turning to FIG. 12, there is shown the cross-sectional shape of the airfoil blades 26a, 26b. As seen, generally symmetrical airfoil blade shapes are used, although non-symmetrical airfoil blade shapes may also be used. They can be formed of extruded or molded aluminum, molded or extruded plastic, or similar materials. More specifically, and as particularly chosen for use in lower height applications, where generally lower wind speed conditions will normally occur, or otherwise in urban buildings under 50 stories (*i.e.*, generally under 500 feet or approximately 152.5 meters in height), a low-speed design of airfoil blade is selected. That is, for such lower widespread operational settings the preferred airfoil blade shape, per FIG. 12, is selected as a low-speed <u>National Advisory Committee for Aeronautics ("NACA"),</u> NACA 0015 airfoil-type design blade. As seen, such a NACA 0015 airfoil blade design has generally a wide thickness T and a squat parabolic length L of the blade in cross-section. In one prototype made in accordance with this invention, the airfoil blades 26a, 26b were formed of extruded aluminum, where T was approximately .9004 inch, and L was approximately 6 (six) inches.